

PART 265—RULES REGARDING DELEGATION OF AUTHORITY

1. The authority citation for Part 265 continues to read as follows:

Authority: 12 U.S.C. 248 (i) and (k).

2. Section 265.6 is amended by revising paragraph (b)(2) and by adding paragraph (b)(3) to read as follows:

§ 265.6 Functions delegated to General Counsel.

* * * * *

(b) * * *

(2) *Disclosure to foreign authorities.*

To make the determinations required for disclosure of information to a foreign bank regulatory or supervisory authority, and to obtain, to the extent necessary, the agreement of such authority to maintain the confidentiality of such information to the extent possible under applicable law.

(3) *Assistance to foreign authorities.*
To approve requests for assistance from any foreign bank regulatory or supervisory authority that is conducting an investigation regarding violations of any law or regulation relating to banking matters or currency transactions administered or enforced by such authority, and to make the determinations required for any investigation or collection of information and evidence pertinent to such request. In deciding whether to approve requests for assistance under this paragraph, the General Counsel shall consider:

(i) Whether the requesting authority has agreed to provide reciprocal assistance with respect to banking matters within the jurisdiction of any appropriate Federal banking agency;

(ii) Whether compliance with the request would prejudice the public interest of the United States; and

(iii) Whether the request is consistent with the requirement that the Board conduct any such investigation in compliance with the laws of the United States and the policies and procedures of the Board.

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By order of the Board of Governors of the Federal Reserve System, February 17, 1995.

William W. Wiles,

Secretary of the Board.

[FR Doc. 95-4547 Filed 2-23-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 93-CE-41-AD; Amendment 39-9136; AD 95-02-18]

Airworthiness Directives; Beech Aircraft Corporation Models 1900, 1900C, and 1900D Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This action makes a correction to Airworthiness Directive (AD) 95-02-18 concerning Beech Aircraft Corporation Models 1900, 1900C, and 1900D airplanes, which was published in the **Federal Register** on February 3, 1995 (60 FR 6652). That publication inadvertently referenced an incorrect repetitive inspection interval for Models 1900 and 1900C airplanes with a part number 129-910032-79 engine truss installed. The inspection interval in sections B and C of the engine truss should be 3,000 hours time-in-service (TIS) instead of 100 hours TIS. This action corrects the AD to reflect this repetitive inspection interval.

EFFECTIVE DATE: March 25, 1995.

FOR FURTHER INFORMATION CONTACT: Mr. Steven E. Potter, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION: On January 26, 1995, the Federal Aviation Administration (FAA) issued AD 95-

02-18, Amendment 39-9136 (60 FR 6652, February 3, 1995), which applies to Beech Models 1900, 1900C, and 1900D airplanes. This AD supersedes AD 92-06-09, Amendment 39-8189, with a new AD that requires repetitively inspecting the engine trusses for cracks, repairing or replacing any cracked engine truss, and installing reinforcement doublers on certain airplanes.

The AD inadvertently references an incorrect repetitive inspection interval for Beech Models 1900 and 1900C airplanes with a part number 129-910032-79 engine truss installed. The inspection interval in sections B and C of the engine truss should be 3,000 hours TIS instead of 100 hours TIS. This action corrects the AD to reflect this repetitive inspection interval.

Need for Correction

As published, the final regulations have incorrectly referenced the repetitive inspection interval for Beech Models 1900 and 1900C airplanes with a part number 129-910032-79 engine truss installed. The way the final regulations are currently written will make operators repetitively inspect Sections B and C of the engine truss more often than was intended or proposed in the notice of proposed rulemaking.

Correction of Publication

Accordingly, the publication of February 3, 1995 (60 FR 6652) of Amendment 39-9136; AD 95-02-18, which was the subject of FR Doc. 94-2403, is corrected as follows:

§ 39.13 [Corrected]

On page 6653, in paragraph (b), in the Chart that spreads across all three columns, change the second entry in the Repetitive Inspection column from "Every 100 hours TIS." to "Every 3,000 hours TIS." The chart will now read as follows:

Models	Area specified in figure 1 of Beech SB No. 2255, rev. VI	Initial inspection	Repetitive inspection
1900 and 1900C	A	Upon accumulating 1,400 hours TIS*	Every 100 hours TIS.
1900 and 1900C	B and C	Upon accumulating 3,200 hours TIS*	Every 3,000 hours TIS.
1900D	A	Upon accumulating 3,200 hours TIS*	Every 450 hours TIS.
1900D	B and C	Upon accumulating 3,200 hours TIS*	Every 3,000 hours TIS

* Or within the next 100 hours TIS after the effective date of this AD, whichever occurs later.

Issued in Kansas City, Missouri, on February 15, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4371 Filed 2-23-95; 8:45 am]

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14 CFR Part 39

[Docket No. 94-ANE-57; Amendment 39-9150; AD 95-03-14]

Airworthiness Directives; Teledyne Continental Motors IO-346, IO-520, and IO-550 Series Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Teledyne Continental Motors (TCM) IO-346, IO-520, and IO-550 series reciprocating engines, that currently requires initial and repetitive inspections of the engine mount brackets for cracks, and if found cracked, replacement with improved design engine mount brackets. All engine mount brackets require replacement with improved design engine mount brackets at the next engine removal after the effective date of that airworthiness directive (AD). This amendment clarifies the identification procedures to determine which engine mount brackets must be inspected. This amendment is prompted by reports that the engine mount bracket part numbers, which are ink stamped, can be easily obliterated. The actions specified by this AD are intended to prevent engine separation from the aircraft due to cracks in the engine mount brackets.

DATES: Effective March 13, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 13, 1995.

Comments for inclusion in the Rules Docket must be received on or before April 25, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-57, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. This information may be

examined at the FAA, New England Region, Office of the Assistant Chief Counsel, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jerry Robinette, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Ave., Suite 2-160, College Park, GA 30337-2748; telephone (404) 305-7371, fax (404) 305-7348.

SUPPLEMENTARY INFORMATION: On April 19, 1994, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 94-09-07, Amendment 39-8896 (59 FR 23148, May 5, 1994), applicable to certain Teledyne Continental Motors (TCM) IO-346, IO-520, and IO-550 series reciprocating engines, to require initial and repetitive dye penetrant inspections for cracks in certain lower left engine mount brackets, Part Number (P/N) 630695. If the lower left engine mount bracket is found cracked, that AD requires replacing both the lower left and lower right engine mount brackets with improved design engine mount brackets, P/N 653306 and 653305, respectively. If a crack is not detected, the lower left engine mount bracket requires repetitive inspections at intervals not to exceed 500 hours time in service (TIS) until the next engine removal, at which time engine mount brackets, P/N 630694 and 630695, are replaced with improved design engine mount brackets, P/N 653306 and 653305. Installation of these improved design engine mount brackets constitutes terminating action to the inspection requirements of that AD. That action was prompted by reports of cracks in engine mount brackets on engines that have completed at least one overhaul cycle. That condition, if not corrected, could result in engine separation from the aircraft due to cracks in the engine mount brackets.

Since the issuance of that AD, the FAA has received reports of difficulty in identifying the engine mount brackets that must be inspected. The P/N is ink-stamped on the part and is quite easily obliterated. The problem arises when the Casting Number (C/N), which is different from the P/N, is mistaken for the P/N, and the AD is incorrectly believed to not apply.

The FAA has reviewed and approved the technical contents of TCM Mandatory Service Bulletin (MSB) No. MSB94-9, dated October 21, 1994, that provides positive identification of affected engine mount brackets that

require inspection, and replacement, if necessary.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes AD 94-09-07 to clarify the identification procedures to determine which engine mount brackets must be inspected. The actions are required to be accomplished in accordance with the MSB described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-ANE-57." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the